

GENERAL NEWS OF INDUSTRIES

The list of trunk line new railways is rapidly growing—on paper. The latest: William C. Mayne, of Philadelphia, general solicitor of the Blue Mountain railroad, which is to be built from Harrisburg to the Delaware River, at Portland, Pa., a distance of 140 miles, makes the important statement that a corps of engineers will start at Harrisburg, Berks county, soon and locate a different line to Slatington to connect with the Poughkeepsie road, which is to be sold to the Vanderbilt system on Oct. 18. This connection on the east with an extension of the Norfolk and Western and of Vanderbilt lines to the Western terminus of the Blue Mountain railroad will complete, says Mr. Mayne, a system of trunk lines which, for the interchange of freight and passenger traffic between the South and West and the North and East, has no equal in this country.

Second Assistant Postmaster General Nelson is giving a great deal of attention to special mail service in large cities. He has ordered prepared maps of all large cities showing the surface car lines with a view to having mail cars run over them. He expects to give his attention especially to carrying mail on electric cars, which runs from the centers of cities to suburbs and to adjoining small towns. Mr. Nelson is of the opinion that only on electric lines running long distances will be profitable to carry the mails.

Employees in all the departments of the principal railroads in this state who were laid off last year on account of general depression in both freight and passenger traffic have had cause to rejoice within the past few weeks, says the Philadelphia Times, and now the great majority have been reinstated. The general slash in forces on all the lines which was made during the months of December, 1893, and January, 1894, not only affected the trainmen in both passenger and freight service, but employees in other departments as well. The maintenance of way departments of all the lines were cut down in many cases to one-half the regular force. The cut was also recently felt among the operators, and wherever a man could be dispensed with at and office along the line he was dismissed. The phenomenal increase in freight and passenger traffic on all the lines has made it necessary to strengthen the forces in all departments, and if the ratio of old employees who have been reinstated within the past two weeks is kept up the forces will soon be as strong as they were before the cut came. The operating forces have been augmented and just now extra freight and passenger men are putting in full time.

Progress on the new State Line railroad from Binghamton to Williamsport, in which Scranton capital is understood to be interested, is being made rapidly. The route now followed is declared to be almost identical with that sought years ago, when Tom Scott, president of the Pennsylvania system, declared the route between Binghamton and Williamsport the best prospective railway property in the United States. Many people, who ought to know better, now think the Delaware, Lackawanna and Western company, reputed to be controlled by the Vanderbilt interest, is behind this State Line company, and they claim that the Delaware and Hudson company is also under the same control, which would lead one to suppose that the Vanderbilt interest sought an outlet to the southwest for its Delaware and Hudson road and to cover the territory that the Delaware, Lackawanna and Western does not already cover. It is a well known fact, according to the Binghamton Herald, that the Lehigh Valley is pried out of the situation and did they think it too late would go on and extend their line to Montrose, over to Binghamton. If all this reasoning be true the new road is bound to be one of the most important in this section, and as a link between the Delaware and Hudson and the Lehigh Valley, the distance between Boston and Pittsburgh or other cities in that section, more than 100 miles.

Hazleton is to have an improved water supply. The Diamond Water company has decided to sink a number of artesian wells, also build a new storage reservoir with 15,000,000 gallons capacity. The other day Rufus J. Foster, of this city, editor of the Colliery Engineer, Stanley Allen, secretary of the National Drilling and Boring company, of Scranton, and Thomas Mumma, of Nuremberg, a prominent artesian well contractor, went over the ground. Work will be begun at the earliest possible moment.

The Baltimore and Lehigh railroad, with its rights and franchise, and the interest of the Baltimore Forwarding and Railroad company in the same, were sold at York, Pa., recently to W. T. Walworth, of Cleveland, for \$875. The sale was made to satisfy a claim for \$5,500.

The Philadelphia Inquirer pays this compliment to one of the best known and most successful street railway men in the country: "John Graham, who was at the Lafayette last Friday, is one of the big men in the street railway business up the state, being general manager and treasurer of the Wilkes-Barre and Wyoming Valley Traction company. Mr. Graham had been spending a few days at his place in the Cumberland valley, and his visit to Philadelphia prior to returning to Wilkes-Barre will occasion increased industry in the street car works out on Mount Moriah." It is said that Mr. Graham's street railway system is the most satisfactorily managed one in

IT STOPS THE PROGRESS OF Consumption. The makers of Dr. Pierce's Golden Medical Discovery are certain of it. They've proved it for years past—and they're willing to sell it with the agreement that if it doesn't benefit or cure, in every case, they'll return the money. Consumption is that dreadful condition that comes from impure blood. The "Discovery" prevents it, if taken in time; cures it completely, if you haven't waited too long; gives relief and comfort, even in advanced cases.

Use it in all cases, lingering Coughs, Asthma, Weak Lungs, and every Bronchial, Throat, and Lung Affection.

Pennsylvania, and to him belongs much of the credit, since the practical management is centered almost exclusively in his hands.

MINOR INDUSTRIAL NOTES:

The National Bolt and Nut works, of Reading, beginning Monday, have reduced the salaries of their 200 employees from 5 to 15 per cent.

The rate of wages to be paid the miners of the Schuylkill region for the last half of October has been fixed at 8 per cent. before the \$2.50 basis. This is 1 per cent. better than the wages paid the preceding two months.

The Albany railway, running an electric street car line between Albany and Troy, now runs a freight car between those cities three times a day each way. There is a depot in each city and the company also runs wagons to call for and deliver goods.

The enormous amount of new machinery recently added to the No. 3 Silver Brook breaker, is all in place and perfectly arranged for work. The breaker is now twice its original size and can easily prepare 1,500 tons of coal a day when all the steam engines and chicanes are working as one great mound.

Washington (Pa.) people are discussing the feasibility of an electric railway from the town to Pittsburgh. Some capitalists there contemplate building a line to Canonsburg, seven miles in length. The Pittsburgh West Liberty and Bridgeville line will be extended to Bridgeville from Pittsburgh, with its southern terminus about ten miles from Canonsburg. The connecting link, owing to the comparatively level country, can, it is said, be cheaply built.

With reference to the long-raging Honey Brook mine fire, the Hazleton Standard says: The Lehigh and Wilkes-Barre has a force of men at work stripping the rock off the Wharton vein, which is the exact bottom, and when the coal is all removed the small amount of fire that continues to burn a distance in cannot communicate. Breaker's steam shovel is bearing the vein toward the point where the coal is thought to be burning with subdued vigor, and if only a narrow channel is cut through the vein it will be utterly impossible for the fire to reach any other part of the Honey Brook coal basin.

The Truman Dodson Coal company have been doing considerable work at the Kew-Forest colliery in the preparation for a big output of coal. It is one of the best collieries now in the region. The company has opened up 125 yards of a new slope and has found several veins of coal varying from seven to twenty-two feet in thickness. Two compound duplex engines, built especially for the company at the Jacksonville shops, have been erected. Patent lifts have also been introduced and every care will be taken to send nothing but pure coal to market. When the shipment of coal will take place the Kew-Forest mine will be one of the model collieries in the Schuylkill coal region. Superintendent D. J. Thomas of Morea, has charge of the improvements.

S. H. Child, New Cassel, Wis., was troubled with neuralgia and rheumatism, his stomach was disordered, his liver was affected to an alarming degree, appetite fell away, and he was terribly reduced in flesh and strength. Three bottles of Electric Bitters cured him.

Edward Shepherd, Harrisburg, Ill., had a running sore on his leg of eight years' standing, and three bottles of Electric Bitters and seven boxes of Bucklen's Arnica Salve and his leg is sound and well. John Speaker, Catawba, O., had a large liver sore on his leg, doctor said he was incurable. One bottle Electric Bitters and one box Bucklen's Arnica Salve cured him entirely. Sold by Matthews Bros. drug store.

FINANCIAL AND COMMERCIAL.

New York, Oct. 2.—American Sugar was the overshadowing feature of the railway and miscellaneous share speculation today, the stock having been traded in to the extent of 105,000 shares in a total of 164,000 for the entire list. The stock was heavy, almost from start to finish, there being only slight rally of 1/4 early in the day, which was subsequently lost. The price opened at 86 1/2, and gradually settled down to 83 1/2, closing at the lowest point. In direct contrast with the heaviness of Sugar the general list displayed a little more firmness and at times showed a disposition to advance. This is the result of the heavy oversold condition of the market. Many of the leading issues command premiums. There is a fair bold movement by the railroads, but they might lead to disastrous results in the ranks of the smaller shorts at least, if it did not speed further. Speculation closed about steady. Net changes show advances of 1/4 to 3/4 per cent.

The range of yesterday's prices for the five stocks of the New York stock market are given below. The quotations are furnished by The Tribune by G. du B. Dimmock, manager of William Linn Allen & Co., stock brokers, 412 Spruce street, Scranton.

Open.	High.	Low.	Close.
Am. Col. Oil.....	80 1/2	80 1/2	80 1/2
Am. Sugar.....	83 1/2	83 1/2	83 1/2
A. T. & S. F.....	94 1/2	94 1/2	94 1/2
Can. Pac.....	81 1/2	81 1/2	81 1/2
Cheapeake & Ohio.....	19 1/2	19 1/2	19 1/2
Chic. & N. W.....	114 1/2	114 1/2	114 1/2
Chic. & O.....	109 1/2	109 1/2	109 1/2
C. B. & Q.....	72 1/2	72 1/2	72 1/2
C. C. & C. P.....	89 1/2	89 1/2	89 1/2
C. M. & St. P.....	82 1/2	82 1/2	82 1/2
Chicago, R. I. & Pac.....	61 1/2	61 1/2	61 1/2
D. & H.....	100 1/2	100 1/2	100 1/2
D. & C. P.....	84 1/2	84 1/2	84 1/2
D. E. Co.....	38 1/2	38 1/2	38 1/2
Ill. Cent.....	91 1/2	91 1/2	91 1/2
Lake Shore.....	110 1/2	110 1/2	110 1/2
M. & E.....	110 1/2	110 1/2	110 1/2
Mich. Cent.....	27 1/2	27 1/2	27 1/2
Nat. Lead.....	37 1/2	37 1/2	37 1/2
N. Y. Cent.....	109 1/2	109 1/2	109 1/2
N. Y. & N. E.....	109 1/2	109 1/2	109 1/2
N. Y. & W. P.....	109 1/2	109 1/2	109 1/2
N. Y. & W. P.....	109 1/2	109 1/2	109 1/2
North Pac. P.....	109 1/2	109 1/2	109 1/2
O. & W.....	109 1/2	109 1/2	109 1/2
Pa. & N. E.....	109 1/2	109 1/2	109 1/2
Rich. & W. P.....	109 1/2	109 1/2	109 1/2
T. & C.....	109 1/2	109 1/2	109 1/2
Union Pac.....	109 1/2	109 1/2	109 1/2
Wabash.....	109 1/2	109 1/2	109 1/2
Western Union.....	109 1/2	109 1/2	109 1/2

WHEAT.	Open.	High.	Low.	Close.
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
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Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
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Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/2
June.....	50 1/2	50 1/2	50 1/2	50 1/2
July.....	50 1/2	50 1/2	50 1/2	50 1/2
Aug.....	50 1/2	50 1/2	50 1/2	50 1/2
Sept.....	50 1/2	50 1/2	50 1/2	50 1/2
Oct.....	50 1/2	50 1/2	50 1/2	50 1/2
Nov.....	50 1/2	50 1/2	50 1/2	50 1/2
Dec.....	50 1/2	50 1/2	50 1/2	50 1/2
Jan.....	50 1/2	50 1/2	50 1/2	50 1/2
Feb.....	50 1/2	50 1/2	50 1/2	50 1/2
Mar.....	50 1/2	50 1/2	50 1/2	50 1/2
Apr.....	50 1/2	50 1/2	50 1/2	50 1/2
May.....	50 1/2	50 1/2	50 1/2	50 1/